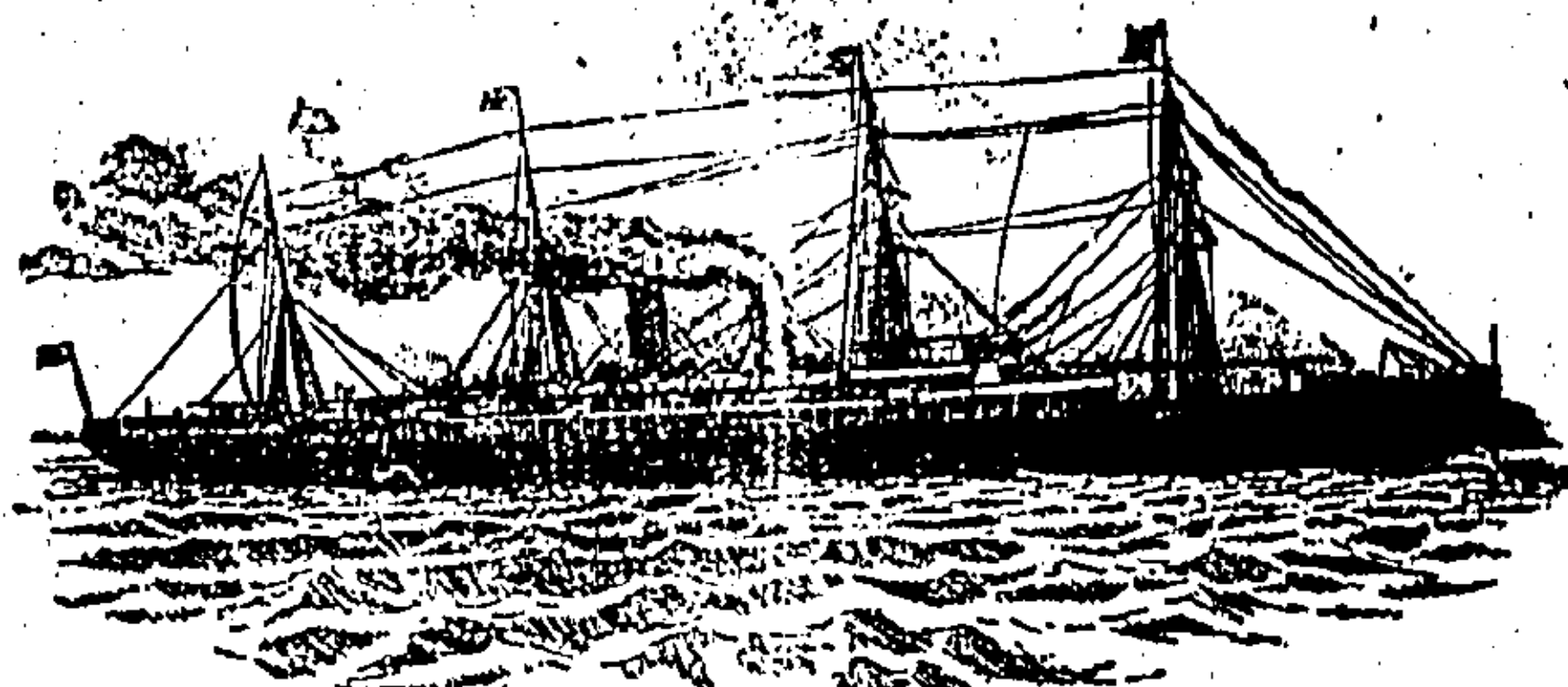


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons.	TUESDAY, 16th August, at Noon.
"GAELIC"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIO"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"COPTIC"	4,352 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials to and from Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

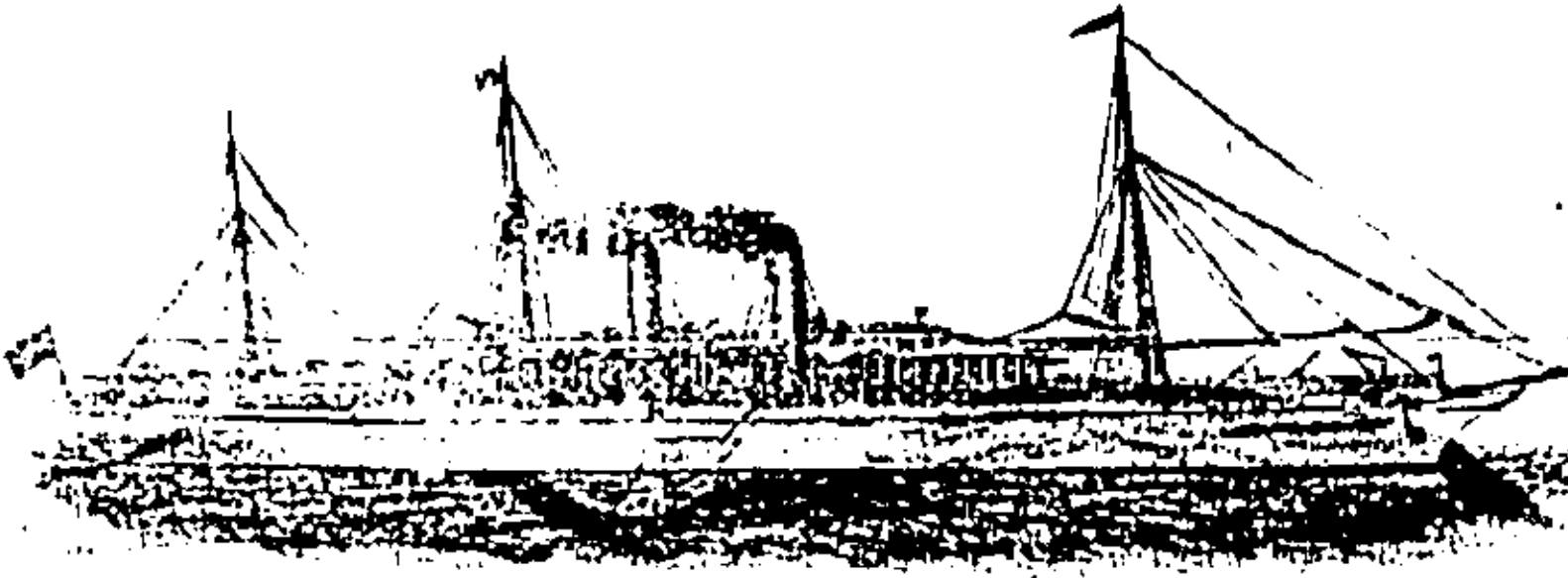
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 8th August, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,435 Tons.	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	5,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	5,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	5,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,435 "	WEDNESDAY, 2nd November.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 5th August, 1904 D. W. CRADDOCK Acting General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH-AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NUBIA	HAVRE and HAMBURG.	13th August.	Freight.
Habel	(Calling at S'PORE, PENANG & COLOMBO).		
BADENIA	HAVRE, BREMEN and HAMBURG.	18th August.	Freight.
Rorand	(Calling at S'PORE, PENANG & COLOMBO).		
SPEZIA	HAVRE and HAMBURG.	27th August.	Freight.
(ex BAMBERG)	(Calling at S'PORE, PENANG & COLOMBO).		
ANDALUSIA	HAVRE and HAMBURG.	10th Sept.	Freight.
Filler	(Calling at S'PORE, PENANG & COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	20th Sept.	Freight.
Luning	(Calling at S'PORE, PENANG & COLOMBO).		
SCANDIA	HAVRE and HAMBURG.	4th October.	Freight and Passengers.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	18th October.	Freight.
von Dohren	(Calling at S'PORE, PENANG & COLOMBO).		

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1 Queen's Buildings. Hongkong, 4th August, 1904.

TSIN TING. LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES. Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

AUN, D. D. S., M. H. CHU, CENTRAL, HONGKONG.

37, Vaux Road, Pennsylvania, U.S.A.

Hongkong, 1st June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"

"NANNING,"

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA PORTS	First half of August	JAPAN VIA SHANGHAI	First half of August
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIPANAS	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 2nd August, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure. Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness. Prices from \$2.00.

Hongkong, 1st June, 1904.

TUBORG BEER.

A FIRST-CLASS PILSENER-BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per Case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 10th January, 1903.

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Hongkong, 10th January, 1903.

Hongkong, 10th January, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer Oceanien

THE FOLLOWING GOODS:—

FLAT CHEESES (quality Crème à la Crème)\$0.80 per lb.

EVESSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES in JUICE.....Per Bottle \$1.50

CHERRIES " " " " " 1.50

ASSORTED FRUIT " " " " " 1.50

CHERRIES in BRANDY....." " " 1.75

APRICOTS " " " " " 1.75

PLUMS " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 3rd October, 1904.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[537]

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shan-ki-wan Road—half-an-hour by ricksha.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Electric Tramways will soon run past the door.

There is also accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics entered for.

JAS. CHRISTIE

Proprietor and Manager.

Hongkong, 28th July, 1904.

[881]

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1903.

THE MANAGER.

[59]

GO TO THE

KOWLOON HOTEL

KOWLOON.

Intimations.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 16th August, at 12 o'clock,
Noon, for the purpose of receiving a report of
the Directors together with a Statement of
Accounts, declaring a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 16th
August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 26th July, 1904. [873]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDI-
NARY HALF-YEARLY MEETING of the
SHAREHOLDERS in this Corporation will be
held at the CITY HALL, Hongkong, on
SATURDAY, the 20th day of August next,
at NOON, for the purpose of receiving the
Report of the Court of Directors together with
a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [889]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS OF SHARES of the Corporation
will be CLOSED from SATURDAY, the
6th, to the 20th day of August next (both days
inclusive), during which period no Transfer of
Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [890]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will be
held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
the 22nd August, at 12 o'clock, Noon, for the
purpose of receiving the report of the Directors
and the Statement of Accounts to the 30th
June, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1904. [885]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General
Managers of A. S. WATSON & Company,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by those entitled to apply will be dealt with by
the General Managers in accordance with
Article 40 of the Company's Articles of
Association.

Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th September,
1904, to the 8th October, 1904, both days
inclusive.

The present paid-up Capital of the Company
is \$600,000, divided into 60,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$900,000 divided
into 90,000 shares of \$10 each.

The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.

The New Issue will rank for Dividend for the
three months ending 31st December, 1904, pay-
able in May, 1905.

Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [754]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 567.
Depot, Ice House Street, Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904. [677]

Intimations.

WANTED.

A SITUATION as GENERAL ASSIST-
ANT in a Mercantile Firm. Advertiser
has knowledge of BOOK-KEEPING and TYPE-
WRITING. First-class testimonials.

Apply to—

"W."

C/o Hongkong Telegraph.

Hongkong, 6th August, 1904. [914]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO
MASTER
PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW
CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA"

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

LADY, (Married), requires position as
HOUSE-KEEPER, or ASSISTANT
HOUSE-KEEPER in Good Hotel in Hong-
kong, or Manila, or would not object to serve
in Bar.

Apply—

"BOX,"

C/o This Paper.

Hongkong, 15th July, 1904. [840]

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [608]

SPONGES. SPONGES. SPONGES.

JUST UNPACKED A VARIED ASSORTMENT

of

TOILET and NURSERY SPONGES of

Different Sizes and Prices.

Quality as regards Durability will speak for

itself.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

56 to 58, Elgin Road, Kowloon.

Hongkong, 30th July, 1904. [75]

THE RIFLE AND THE BOW.

ANCIENT AND MODERN CASUALTY
LISTS CONTRASTED.

The horror of war increases *part passu* with
the advance of civilisation, and the value set
upon life has risen proportionately with our
ability to appreciate its pleasures, its mutuality,
and associations. Our interests are more
catholic, our sensibilities more acute. We
have eliminated from our habits and customs
that ferocity of temperament whose excitement
could be appeased with nothing short of blood-
shed, and have to a large extent lost our
familiarity with death in its more violent forms
which hardened the sentiments of our less law-
abiding ancestors.

The modern newspaper, the telegraph, and the
ubiquitous war correspondent have done much
to unnerve us nowadays with their speedy lists
of dead and wounded friends and relatives;
whereas of old the news was broken to us much
more gradually, and after a considerable interval
had allowed some period of preparation for the
sorrowful tidings. How, for instance, would
this generation face such losses as those of
Creçy and Agincourt, Blenheim and Mal-
plaquet, if they figured in our telegraphic
reports to-day, when we regard with shrinking
such casualty lists as those of Colenso and
Kin-chau?

Partly the sentimentalism of up-to-date
journalism, partly our own modern sensibility
of nature, has disposed us to regard any battle
losses over a thousand as "terrible." But the
strange truth is the further that we go back in
the history of war we shall notice an extra-
ordinary increase in the proportion of losses to
the numbers engaged, until we begin to realise
that the longbow and cloth-yard shaft of our an-
cestors were much more deadly weapons than
the modern magazine rifle, with its diminutive
bullet and high velocity.

Such facts would doubtless have confounded
M. Bloch, whose favourite contention it was
that owing to the deadliness of modern weapons
war was rapidly becoming impossible. A
closer study of history would have taught him
that the discovery of gunpowder was in reality
a beneficent invention which has enabled the
former necessity for prolonged close-quarter
fighting and the deadly weapons of the *mêlée*.
Moreover, the abolition of the ponderous
armour of the ancient warrior, together with
the introduction of a lighter equipment, has
synchronised with the growth of manœuvring
power and the assertion of superiority in the
field by the application of successful tactics,
and with the defeat by disorganization of an
enemy's array in place of the heavy bludgeon-
ing of former days.

It cannot be charged that men are less
courageous nowadays when they are called
upon to face much more terrifying instruments
of warfare. But the fact remains that the Lee-
Enfield, the Mauser, quick-firing artillery, and
high explosive shells are productive of nothing
like such an amount of slaughter as the long-
bow, the battleaxe, and the sword in the hands
of our fighting ancestors.

If we take battles like Colenso and Kin-chau
since the employment of magazine rifles and
quick-firing artillery, and compare them with
engagements such as Creçy, Poitiers, or Agin-
court, we cannot fail to be impressed with the
astounding discrepancy in the casualty lists.
In General Buller's attack on the Boers at the
battle of Colenso, his men presented as fair a
mark for the action of the modern firearm as
our enemies could have desired. Yet, as a re-
sult of several hours' hot fighting, during which
many brave deeds were done by officers and
men, who recklessly exposed themselves to a
storm of bullets and shell fire, our losses were
not more than 1,100 men out of a force of
25,000 to 30,000, while those of the Boers were
probably far less.

Compare such a casualty list with the slaugh-
ter at Agincourt in 1415, a battle which lasted
for not much longer than three hours between
an English force of 14,000 men under Henry V.,
and 50,000 French led by their Constable. It
was the longbow and the cloth-yard shaft which
broke the French array, and was the most potent
agent of destruction on that great day in our
military annals. Over 10,000 French were
slain outright, and two or three times that
number were wounded.

With the results of this three hours' battle it
is interesting to contrast the sixteen hours' struggle
at Kin-chau between the Russians and Japanese,
where both sides were armed to the teeth
with modern weapons, and a position of
enormous strength was defended and taken
after successive assaults in the face of an ap-
parently murderous fire from heavy artillery
and magazine rifles. At the end of this pro-
longed contest the losses of the victors, com-
pelled to advance through the fire-swept zone
in front of Nan-shan, were no more than 4,000
men, of whom only 750 were killed, out of a
total force of about 60,000.

How infinitely more terrible again was the
work of the bow and the battleaxe at the battle
of Creçy in 1346, when our Edward III. and
his son the Black Prince routed the great army
of Philip of France. The English army num-
bered 30,000 men, that of Philip 120,000. Again
the longbow proved its terrible effectiveness.
The French were utterly unable to sustain the
heavy fire of its yard-long projectiles, against
which armour was but an indifferent pro-
tection, and were routed with the loss of
12,000 knights, 1,400 equires, and 34,000 men,
of whom no less than 30,000 were killed outright.
The same heavy casualty lists were
noticeable at the battle of Poitiers, where
12,000 English defeated 60,000 French, and
so terrible was the execution done by the
English bowmen that 11,000 of their enemy
were slain outright. Both Hastings and Ban-
nockburn bear additional testimony to the
formidable and deadly character of these old
battles. At the former 30,000 men fell on both
sides, while the latter resulted in total losses
of 38,000, in both cases a heavy percentage of
the numbers engaged.

As we gradually approach our own time we
shall find not only that the proportion of those

actually slain in battle to the numbers of those
who are wounded show a sensible decrease,
but that the total casualty lists are almost
invariably smaller, in proportion to the numbers
engaged, in spite of the fact that the weapons
of war are always described as growing more
and more deadly. In the campaigns of Marl-
borough there was still much hand-to-hand
fighting; for although artillery had taken its
place in the battlefield, the infantry firearm
was possessed of little range or accuracy. Ac-
cordingly, at Blenheim and Malplaquet, two
of the most bloody struggles of later times,
although the slain show a decreasing ratio, the
losses on both sides, out of a total of about
150,000 combatants, were, in the former en-
gagement, 44,000 killed, wounded, and pris-
oners, while the cost of driving the French
from a strong position at Malplaquet was 20,000
killed and wounded out of a force of about
90,000.

Although in the larger armies of more modern
times losses have reached in many instances a
high figure, yet the percentage of slaughter,
especially of killed to wounded combatants,
has shown a remarkable decrease from the
horrible figures of ancient battles and sieges,
before the discovery of gunpowder and the in-
creasing perfection of firearms—paradoxical as
it may appear—began to diminish the butchery
which invariably attended the encounter of
armed hosts in olden times.

The explanation is that fighting is now car-
ried on at such a distance and in separate
bodies of infinitely greater manœuvring power,
that the least tactical advantage becomes
instantly obvious, while the abandonment of
armour and the ponderous weapons of the
mêlée has endowed bodies of troops with
superior mobility, both in advance and retreat.
In old days, when the effective range of the
longbow was not more than eighteen to twenty
score yards, a battle could only be decided by
armies coming to close quarters at an early
stage of the combat. The consequence was
they became so intermingled that they could
with difficulty be separated, and, indeed, the
victor was often quite unable to feel assured of
success until he found no more of his opponents
to slaughter. Moreover, it was much more
difficult to make effective use of cover than
now, and the bowman of Agincourt was debarred
from the use of his weapon in the prone
position adopted by his successor the
rifleman of to-day.

The romance of war once associated with
the gallantry of hauberk and helm and the
glittering blazon of heraldry is a fascinating re-
gret at this distance of time. But, as we speak
with bated breath in these less warlike times
of the deadliness of scientific armaments and
warfare, or shiver at the reports of "terrible"
losses in the field, it will be well to remember
that we are allying ourselves quite unneces-
sarily, and that our warrior ancestors went into
action with far greater odds on their becoming
dust and their good swords rust than does the
soldier who goes up to battle against the lead-
pumping weapons of to-day.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10 1/2
Do. demand	1/10 3/16
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	2/3 1/2
America—Bank T.T.	44 1/2
Germany—Bank T.T.	1/88 1/2
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Do. demand	1/38
Shanghai—Bank T.T.	7 1/4
Japan—Bank T.T.	90 1/2
Singapore—Bank T.T.	Nominal
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Buying.

4 months' sight L/C.	1/10 1/2
6 months' sight L/C.	1/10 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	40 1/2
30 days' sight Sydney and Melbourne.	1/10 1/2
4 months' sight France	2/3 1/2
6 months' sight do.	2/38
6 months' sight Germany	1/93
Bar Silver	26 15 1/2
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	980/1,040
" Old	1,050/1,120
" Older	1,150/1,200
" Oldest	1,220/1,280
Patna New	1,182 1/2
Benares New	1,162 1/2
Persian (Paper)	840/890

Intimations.

SELF CURE NO FICTION!
MARVEL UPON MARVEL!

NO SUFFERER
NEED NOW DESPAIR,
but without running a doctor's bill or falling into
the deep ditch of quackery, may safely, speedily
and economically cure himself without the know-
ledge of a second party. By the introduction of
THE NEW FRENCH REMEDY

THERAPION.

A complete revolution has been wrought in this de-
partment of medical science, whilst thousands have
been restored to health and happiness who for
years previously had been merely dragging on as
unbearable existence.

THERAPION NO. 1—A Sovereign
Remedy for all diseases of the urinary
organs, suppurating infections, the use of which
does irreparable harm by laying the foundation
of serious and other serious diseases.

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Remedy for primary and secondary skin
eruptions, all those complaints which mercury
and arsenic are so popularly but erroneously
supposed to cure. This preparation purifies the
blood, cleanses the system, and thoroughly
eliminates all poisonous matter from the body.

THERAPION NO. 3—A Sovereign
Remedy for debility, nervousness, impaired
vitality, sleeplessness, distaste and incapacity for
business or pleasure, loss of appetite, bleeding
gums, itching of the back and head, and all
those disorders resulting from early error and
excess which the faculty so persistently ignores,
because they incur no direct or visible result.

THERAPION is sold by principal Chemists
throughout the world. Price in England 4/6
per box, 10/6 per dozen. Which of the three
is most required, and observe that the word
"THERAPION" appears on British Government
Stamp in white ink on a red ground, and
every package is signed by the Hon. Dr. J. H. H.
Gautier, and without which is a forgery.
Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instruc-
tions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

WEDNESDAY,

the 24th August, 1904, at 3 P.M.,
at their

Sales Rooms, No. 8, Des Vaux Road,
(Corner of Ice House Street),

THE British Screw Steamer
"HOICHIANG,"

Built in London, in 1879; Length over all
175 feet, Breadth 26 1/2 feet, Depth 14 feet, Gross
Tonnage 500, H. P. nominal 200, Cylinder 28
in. by 48 in. Stroke 22 in. Revolution of En-
gines per minute 80, Working Pressure 60 lbs.,
3 Donkey Engines and One Winch.

She has a Government Licence to carry
400 Passengers.

TERMS—As usual.

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HUGHES & HOUGH,

Auctioneers.

Hongkong, 4th August, 1904. [410]

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TO LET.

WITH IMMEDIATE POSSESSION.

NO. 7, DONHAM ROAD, Tennis Lawn
and fine view of harbour.

Apply to—

J. R. MICHAEL,

Princess Buildings.

Hongkong, 6th August, 1904. [913]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15,
GAP ROAD, MORRISON HILL,
thoroughly cleaned and colour-washed, in
flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/O THE PHARMACY,

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No. 56, Queen's Road Central.

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A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

CIGARS

LARGE STOCKS of the
BEST BRANDS in FINE
CONDITION.

CIGARETTES

A FINE SELECTION of
AMERICAN, ENGLISH
and EGYPTIAN.

TOBACCOS

IN GREAT VARIETY.

SMOKERS' REQUISITES.

ALEXANDRA

BUILDINGS.

THE HONGKONG DISPENSARY
1841 ESTABLISHED 1841

Hongkong, 30th July, 1904.

TELEPHONE NO. 428.
CABLE ADDRESS: "ACHEE, HONGKONG."
A. B. C. CODE, 2ND EDITION.
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A CHEE & CO.,
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**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHSTER LAMPS,
WHITE TURKISH TOWELS.

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COOKING RANGES,

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HOUSEHOLD REQUISITES.

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DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.
Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

Large stock of Canadian Asbestos and
Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.
MARINEWORK.
Hongkong, 3rd May, 1904.

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue in any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

DEATHS.

On the 23rd July, at the General Hospital,
Singapore, ROBERT CARL SREGER, late Re-
gistrar of the Christian Cemetery, Bukit Timah
Road, aged 67 years, deeply regretted.

On 28th July, at the General Hospital,
Shanghai, CHRISTIAN WILLIAM FREDERICK
DIERCKX, I.M. Customs, aged 67 years.

On the 29th July, at Singapore, EDITH
JOSEPHINE BAGOT HARTE, aged 22 years,
only daughter of Mr. W. BAGOT HARTE,
Solicitor, London.

On 30th July, at No. 28, Seward Road,
Shanghai, ELLEN BLADSON, widow of the late
Edward Bladson, of Sydney, N. S. W., aged 61
years.

On 30th July, at Chevalleyre Vevey, Switzer-
land, JENNY, the dearly beloved wife of the
Rev. J. Hudson Taylor, of the China Inland
Mission, aged 61 years.

On 31st July, at Eichlerg, Silesia, Mrs. ELLY
KRIEG.

At Yokohama, on 2nd August, GEORGE
FARMAN HEWITT, for the past 15 years Honk-
keeper with Messrs. Kelly & Walsh, Limited,
Yokohama.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 8, 1904.

LOCAL AND GENERAL.

THE German mail of the 6th July was deliv-
ered in London on the 5th inst.

THE wreck of the steamer *Maharaja* has been
sold at auction at Yokohama for 7,500 yen.

THE new steamer being built at Nagasaki for
the M. B. K. is to be named the *Chokusan Maru*.

WHILE the *Lienshing* was at Weihaiwei a
British destroyer touched the rocks, but was
got off slightly damaged.

THERE have been terrible storms and inunda-
tions in Southern Formosa, bridges and houses
have been swept away, and many lives lost at
Tainan.

THE *Alacrity* and *Whiting* started to convey
the damaged destroyer *Janus* to Taku to be
docked, but put into Chefoo on the 26th ult. in
consequence of the threatening appearance of the
weather.

THE C. N. S. *Wuchang* from Newchwang
picked up a mine about 100 miles from Chefoo
and towed it to that port. After consulting
with the U. S. S. *Frolic* she took it outside the
Bluff, where the *Frolic* sank it with two shots.

THE notable points in the Japanese victory
at Motienliog were that the Russians were
vastly superior in number, and that General
Keller's troops were two European divisions,
not the Siberian troops of whom General
Kuropatkin has expressed so contemptuous an
opinion.

OWING to the storm and heavy sea which
prevailed on the 27th ult. at Woosung the U.S.
collier *Ajax* broke adrift from her moorings
and drifting across the river fouled the French
gunboat *Surprise*. The collision caused the
Surprise also to drag her anchors and before
she could be brought under control she ran
foul of one of the large French men-of-war at
anchor, believed to be the *Chateau Renault*.
The extent of the damage has not yet been
ascertained.

THE *Chefoo Daily News* of the 28th ult. says,
passengers arriving from Newchwang yester-
day state that there was a report spread about
that place at the time of their departure to the
effect that General Kuropatkin has been
seriously injured. Some say that his horse
was shot under him, and as the animal fell, the
rider was pinioned beneath him, causing
painful injuries. Others state that the General
has been shot, whether fatally or not it was
impossible to ascertain. All agree that he is
now in a hospital.

THE following telegraphic information, dated
1st inst., has been received from the Sumatra
Director and Manager of the Maatschappij tot
Mijn-Bosch en Landbouweexploitatie in Lang-
kat, Ld.:—

Daily aggregate output of Crude
Petroleum Gallons 68,000
Crude Petroleum in Tanks at
date " 120,000
Kerosene made since the date
of the preceding half-monthly
telegram Cases 74,000
Kerosene shipped since the date
of the preceding half-monthly
telegram " 94,000
Kerosene in stock at Refinery
at date " 67,000

A scheme has been set on foot by the Korean
Government to establish a great bank at Seoul
with a capital of Y10,000,000.

DURING the past forty-eight hours only one
case of plague was notified. Last week there
were thirteen cases of which twelve terminated
fatally.

IT is reported from San Francisco that the
Kasuga, one of the two new cruisers bought
by Japan, from the Argentine Republic, has
been sunk at Port Arthur.

ACCORDING to a San Francisco wire from the
Cablenews, dated 4th inst., the Russians at
Port Arthur have been driven back upon their
last line of defenses.

THE following British men-of-war were at
Weihaiwei on the 30th ult.:—*Albion*, *Amph-
trite*, *Andromeda*, *Centurion*, *Cresy*, *Glory*,
Fame, *Fearless*, *Vengeance*, and *Alacrity*.

CAPT. Harrison of the s.s. *Nigeria* from Moji,
reports that, outside of the Formosa Channel he
passed a lot of wrecked junks, with masts show-
ing about seven feet out of the water and a
large number of trees.

FOR the first time in the history of the Philip-
pine islands since American occupation the
United States mails have been held up and
robbed. The hold-up occurred last Wednesday
night on the Manila and Dagupan railroad,
on the through train from Dagupan. The
agent was sorting out the mail and seeking it
when he was attacked from behind and knock-
ed unconscious. Just how much the robber
secured is not known, but some 40 or 50 letters
were torn open and rifled.

THE troubles at the Fenchow Arsenal have
been pending for a long time and M. Ratard,
French Consul General, with his interpreter,
has often been in negotiation with the Tartar
General of Fokien who is also the Director-
General of the Arsenal. However, the matter
has now been settled between the Waiwupu
and the French Minister at Peking and the
Arsenal have now to pay 235,000 francs to the
French firm which sum must be paid over to
the French Consulate-General in Shanghai
through the Haikwan bank.—*Sin Wan Pao*.

THE entertainment provided by Messrs. Ware
and Ross, at the Metropole Theatre on Sat-
urday night was not exceptionally well patronised,
but the fare provided and used the few who did
put in an appearance. The mimetic and ven-
triloquial items submitted by Mr. Hugh Mc-
Cormick were quite up to his usual standard,
and Mr. Tom Mercomb, Mr. Jim Morris, and
the Misses Dora Grey and Gerrie Maisie con-
tributed songs and dances which were much
appreciated. Some interesting scenes on the
Bioscope brought the performance to a close.

THE energetic officers of the Hongkong Lodge
of the R.A.O.B. are to be congratulated on the
very enjoyable outing provided for members
and friends yesterday. The *Wingchei* was
chartered and an excursion made to Macao,
which was reached shortly after twelve o'clock,
although by reason of the non-appearance of
the medical officer passengers were unable to
land until about one o'clock. However, once
ashore and all went well, the party rejoining
the ship at 7.30 p.m. and, to the accompani-
ment of music and song the *Wingchei* beat
out across the bay and arrived in Hongkong in
good time.

WE would suggest to the management of the
Tram Company one much needed improve-
ment. And that is that some very forcible re-
straint be placed upon the Chinese driving and
conducting the cars. After a long residence
in the East we are prone to excuse many
Chinese vagaries and eccentricities, but as the
various cars pass it is scarcely necessary for
the drivers, etc., to address each other in the
way they do. It was very warm yesterday
afternoon, and we found it highly inconvenient
to blush.

SOME six months ago, when Mr. T. Sercombe
Smith was acting as Police Magistrate, he an-
nounced to the representatives of the Press
then in Court, that arrangements had been
made for the placing of a table and chairs for
their especial use, on the left hand side of the
bench beside the witness box. Since then the
space has been cleared for the table and chairs
in question, and there the matter rests, the
latter continuing to remain conspicuous by
their absence, to the great inconvenience of
the reporters, who frequently have to take their
chance of finding a seat, and even when found
are sometimes so placed as to render it a diffi-
cult matter to follow the proceedings, through
inability to hear either the Magistrate, the wit-
nesses, or the interpreters.

TWO seamen who have been for some time
staying at the Sailors' Home were charged at
the Police Court this morning with stealing an
overcoat the property of a man named Barnes,
also an inmate of the Home. Prisoners took
the coat from under the prosecutor's bed and
sold it in a secondhand clothes shop in East
Street for 30 cents. Prosecutor spoke to seeing
the prisoners in the Home when they were dis-
cussing a bottle of whisky or something he
thought they called "square face." Inspector
Collett, in reply to Mr. Gompertz, said there
had been a lot of pilfering going on at the
Sailors' Home during the past fortnight. Pri-
soners, who had nothing to say, were com-
mitted to "prison" for fourteen days with hard
labour.

ON arriving at Shanghai from Hongkong on
30th ult., the T. C. S. *Hungkong* reported that at
6.30 that morning she saw a Butterfield's
steamer ashore on the Tripiets, with distress
signals flying, and asking to be reported.

IT is reported that Admiral Yi of Kwangtung
suggested to a certain Prince at Peking the
necessity of reorganising China's Navy, and
has asked the Prince to advise the Throne to
order 15 cruisers, (35,400 tons) 13 gunboats
(12,300 tons) 3 transports (4,300 tons) and 16
torpedo boats (8,300 tons).

ON the 29th ult. a meeting was held of the
Imperial Headquarters Staff in the presence of
the Emperor. The meeting was attended by
Prince Fushimi, Prince Yamashina, Marshal
Maqui, Y. Agata, Admiral Baron Yamamoto
General Baron Teruchi, General Nagaoka, and
other Staff officers. The progress of the cam-
paign having been reported to the Emperor,
weighty questions regarding the future plan of
campaign were considered.

LAST night a ricksha coolie was coming down
Praya East, and when near No. 2 Police
Station, with his empty ricksha, he was run
into from behind by a tram-car, which, catching
his wheel, twirled the vehicle round with such
impetus that coolie and ricksha were carried
over the edge of the sea wall, and dumped into
the water below. Constable Harding was
passing at the time and helped the man back
to terra firma. Luckily the coolie was not
hurt and the ricksha only sustained very
trifling damage.

ACCORDING to Japan papers with dates from
Yokohama to the 26th, Tokio and Nagasaki the
29th, and Kobe the 30th ult., the N. Y. K. S.
Hiogo Maru which was conjectured had been
sunk by the Vladivostok squadron has safely
reached Yokohama—Dai-ry is thriving; the
factories, the electric works, and the waterworks
are in full operation, and steamers can come
and go freely.—The sale of Argentine cruisers
to Russia is authoritatively denied.—The blue-
funnel steamer *Sarpedon* from Shanghai to
Kobe was stopped by a min-of-war in Van Die-
men's Strait and searched.—Two new steamers
for the O.S.K. have just been launched; the
Gunsan Maru, 775 tons, on the 25th ult. at the
Kawasaki Dockyard, Kobe, and the *Aoto Maru*
800 tons, at the Osaka Iron Works. Russian
prisoners who escaped from Matsuyama have
been recaptured.—The Norwegian steamer
Nor has been abandoned to the underwriters
and is to be sold by auction. The *Sierstad* had
arrived at Nagasaki to be docked for repairs.

ALFRED COLMAN, a stowaway from Hongkong
on the Jardine liner *Kamsang*, was recently
charged before the Master Attendant at Singa-
pore by Captain Buller, and was sentenced to
a fine of \$100 or a month's rigorous imprison-
ment. Colman took the latter. He had pre-
viously confined in Captain Buller, the *Straits
Times* says, that he had been recommended to
stowaway on his ship by the Y.M.C.A. branch
at Hongkong. The latter port has long been
the dumping ground of all the beach-combers
in the Far East; but while sympathising with
the community of that Settlement in its afflic-
tion, it is to be hoped that they will not pass
on any more of their proletariat to this port.
Singapore is already infested with a bad lot of
pure dead-beats, who principally live by beg-
ging from the shipping along the Tanjong Pa-
gar Dock wharfs. There are men in khaki
begging there to-day. They never pretend to
work, but pass on to the ships as subordinate
dock officials and pester the officers and crews
out of drink money.

LAND SALE.

At the offices of the Public Works Depart-
ment this afternoon a lot of Crown land, near
Kowloon Farm, Ho Mun Tin, was put up for
sale by public auction. The lot, which com-
prises 73,080 square feet, is held at an annual
crown rent of 1672. There was no competi-
tion, the only bidder present being on behalf of
the Steam Laundry Co. who secured the land
at \$21,944 or \$10 above the upset price.

ARCHITECTURAL ABORTIONS
IN HONGKONG.

The campanile of the Roman Catholic Cath-
edral now stands revealed, the malling and
scaffolding which concealed the spire having
been removed. I cannot congratulate the
worthy fathers of the Italian Mission on the
result, writes the Hongkong correspondent of
the N. C. D. News. Had the tower been left
with its pinnacles it would not have been amiss,
but the short and attenuated spire which has
been superimposed quite mars the effect. It is
tiled or slated, and rises very little higher
than the tower pinnacles, which are somewhat
disproportionate, and seen from a little distance
has the appearance of a three-quarter closed
umbrella. It adds one more to many spire
abortions in the city of Victoria. Beginning
with the nondescript projection above the roof
of Union Church, which presumably was erect-
ed to point out the locality of the building, and
passing to the wee spire of St. Peter's Church,
which is better as being more in keeping with
the fabric, but still rather insignificant, we
come to the yet more unimposing spire of St.
Stephen's (Chinese) Church; but while these
do not disfigure it like the two red squat towers
of the Jewish Synagogue, with their hideous
tin spires, or like the casual-looking bell-turret
of St. Anthony's Catholic Church. I hear that
the new Church at Kowloon, which Sir Paul
Chater is about to erect, will have a spire, and
I trust it will be at once an ornament and a
landmark to the peninsula. I am sure it will
be so if the architect proves equal to the occa-
sion.

A CHINESE APPEAL.

At the Supreme Court, this morning, before
Sir William Gooden (Chief Justice), and Mr.
T. Sercombe Smith (Puisne Judge), Mr. M.
W. Slade appealed to have the judgment
delivered on 26th March last, in the matter of
Chan U. Ching and Pun Kon Shan v. Chu Lee
and Chu Ping, set aside and quashed.

Mr. H. E. Pollock K.C., and Mr. E. H. Sharp
K.C. (instructed by Mr. J. Harston) were for
respondents and Mr. Slade (instructed by Mr.
H. J. Gedge) for the appellants.

Mr. Slade, in opening the case, briefly related
the facts, and stated that in 1889, at the time
that the Praya Reclamation Ordinance was
passed Marine Lot 53A was held as to section
A, and the remaining portion by the p edec-
ssor in title of the appellants, sections B and D
were held by Yiu Chow and section C by Mr.
Stephens. The frontage of the lot was divided
between the remaining portion and sections
B and D. With regard to the reclamation in
front of the remaining portion, that had been
allotted to the appellants, and no question
arose upon that in this case. With regard
to the reclamation in front of sections B and
D the then owner of these sections, Yiu
Chow, declined to enter into a Reclamation
Agreement with the Government within the
time allowed by the Reclamation Ordina-
ance of 1889. That was to say, he failed to
acquire the rights which would have been
his had he so agreed. Having refused to enter
into the agreement the Government, under
the powers conferred upon them by section 6 of
the Ordinance, made an agreement with some
one else to do the work. That other man was
the predecessor in title of the appellants in
this case. The agreement was couched in the
ordinary terms, but contained a special proviso
at the end of it, whereby a guarantee was
given to assign an "equitable proportion" to
the holders of sections B, C and D, or pay an
equivalent thereof in money. By not entering
into the Reclamation Agreement within the time
allotted by the Reclamation Ordinance, Yiu
Chow, the predecessor in title of the respon-
dents, gave up every legal right he had under
that Ordinance. The only right he had left was
one of compensation at the absolute discretion
of the Government. Counsel contended that
what the Court had to do was to construe
this undertaking, and say what amount or
proportion of the reclamation in front of
sections B and D ought to be assigned to the
respondents under this undertaking. The
Chief Justice had decided in the Court below
that the meaning of the words "assign an equi-
table proportion of the said reclamation to the
owners of sections B, C and D of the said lot"
meant that the whole of the reclamation in
front of the said lot was to go to the owners of
sections B and D and nothing to the owners
of section C. In other words, the equitable
proportion of this lot was to be decided in favour
of one person, whilst nothing was given to the
two persons named.

His Lordship submitted that Mr. Slade was
attempting to introduce new arguments.

Mr. Slade denied this, and urged that he was
repeating the arguments he advanced in the
Court below. He proceeded to cite a number
of cases and authorities to support of his view
of the construction to be placed upon the
undertaking.

The case was adjourned.

WRECK OF THE "BARON
GORDON."

The *Baron Gordon*, which left Hongkong on
the 29th ultimo for Sourabaya, was wrecked two
days after leaving on Bombay Shoal, but for-
tunately the whole of the crew, consisting of
eight Europeans and forty-four lascars, was
saved and arrived here safely yesterday on
board Messrs. Jardine, Matheson & Co.'s *Lok-
sang*. The last named steamer whilst on her
way from Pangkok encountered a small boat
containing three Europeans and some Indians,
and after hauling them on board learned that
the *Baron Gordon* had struck the coral reef
known as Bombay shoal and that the remainder
of the crew was on board. Captain Wheeler,
of the *Loksang*, set his ship around in search of
the ill-fated vessel and succeeded, after some
considerable trouble, in taking off the whole of
the crew.

Captain Crocker, of the *Baron Gordon*, states
that his ship ran on the reef in a typhoon. At
the time of the accident the ship was wholly
unmanageable owing to the violence of the
gale, and the weather so thick that the fore-
castle head was not visible from the bridge.
Fierce squalls were accompanied by blinding
rain. He believes, however, that it will be
possible to save the ship, which is quite new
having only been launched so recently as
October last at Glasgow. She arrived here in
July from Moji with a cargo of coal for Messrs
Bradley & Co.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 8th at 11.20 a.m. The barometer has
fallen throughout China and S.W. Japan and
risen slightly in N.E. Japan: in the Philippines
it is stationary.

The typhoon has entered the China Sea still
moving towards the N.W. Strong N. winds
may be expected in the Formosa Channel and
freshening N.E. winds in the northern part of
the China Sea.

Forecast:—Fresh E. to N.E. winds, fair.

MISSRS. Gibb, Livingston and Co., Lloyd's
Agents, Shanghai, have kindly placed at the
disposal of the Press the following telegram
received from Messrs. Holme, Ringer and Co.,
Nagasaki, dated Nagasaki, 30th July, 12.20
p.m., and received in Shanghai at 1.35 p.m.:—
"Heavy firing, eight torpedo boats escaped from
Port Arthur. Warn shipping that contemplates
leaving Shanghai."

FATAL COLLISION IN THE
HARBOUR.

An accident occurred in the harbour, last
night, which resulted in one death and the
entire loss of the effects and personal property
of three other persons. The *Polar Star*, of the
Star Ferry Co., was crossing the harbour at 9
p.m. when she ran into a sampan; and
immediately capsized her, throwing the
occupants—two women, a man, and a baby
aged nine months—with all their property into
the water. The three adults were picked up,
but the baby was drowned. An inquiry will
be held.

S. S. "TSINAN" IN HONGKONG.

CAPTAIN'S ACCOUNT OF THE VIAD-
VOSTOK SQUADRON.

Captain W. B. Brown, of the s.s. *Tsinan*,
which arrived in harbour this morning, has
some very interesting details of her recent trip
to Japan, which appears to have been a very
eventful voyage. When nearing Yokohama on
the 24th ult., at 3 p.m., the Vladivostok squa-
dron was sighted, and immediately the *Rosita*
bore down on the *Tsinan*, signalling the latter
to "stop instantly," which signal the *Tsinan*
once obeyed, and hove to, while an armed boat
came off from the *Rosita*, in command of a
lieutenant who boarded the ship and inspected
her papers. Two other vessels of the fleet then
came up, and they sent twenty-one lascars
aboard who, they said, were part of the crew of
the s.s. *Knight Commander*, which the fleet
had sunk that morning at 7.30. The lieutenant
then left, after ordering the *Tsinan* not to pro-
ceed until the squadron was out of sight. The
latter then steamed off in the direction of Rock
Island, and after a while the *Tsinan* shaped her
course for Yokohama, arriving there the next
morning. It was there learned that the Rus-
sian squadron were about the Gulf for several
days. The *Tsinan* left Yokohama on the 28th
ult. (Thursday), and the Japanese fleet was
sighted to the northward of Vriés Island, while
the *Tsinan* arrived at Kobe the same afternoon
without further incident. On the 1st inst. she left
Kobe for Kuchino, where she arrived on the
3rd inst., leaving the same day for Hongkong.
While passing Moji they saw twelve Japanese
transports anchored there, some of which were
believed to have wounded soldiers on board.

Captain Brown learned that all the Euro-
pean officers and engineers of the *Knight
Commander* were retained on the *Rurik* as
prisoners of war, and were to be taken to
Vladivostok. The lieutenant and other officers
were very communicative stating that they had
received severe reprimands from St. Petersburg
for sinking the *Solo Maru* and strict instruc-
tions to treat British ships and the British
flag with the greatest respect, but he added
that if they had had any railway material on
board the *Tsinan*, the *Rosita* would have sunk
her, British flag or no British flag! The officer
laid the blame for the sinking of the *Knight
Commander* upon her captain, because he did
not heave to until three or four shots had been
fired across her bows. The officer, who spoke
good English said, "They think we are beaten,
yet here we are within a few miles of Tokio." Everything being found satisfactory to the
Russian officer's thinking, Captain Brown
offered the lieutenant a drink to which the
latter replied "Yes, rather; if you have any
whiskey—any soda!" This refreshment being
disposed of the officer wanted to buy some
whiskey, but no one on the Russian vessel had
any English money, so a deal could not be
made, though the Captain made the Russians
present of a few bottles. The Indian boatswain
of the *Knight Commander*, who was transferred
to the *Tsinan*, stated that the crew were given
ten minutes to go on board the Russian boat,
some jumping overboard when they heard the
order, but he did not think any lives were lost.
The *Knight Commander's* cargo consisted of
rails, rice and flour. In the opinion of Captain
Brown, of the *Tsinan*, the real reason why the
Russians did not sink his vessel, was probably
because she carried a number of ladies and
children, and also because the Russians had
no accommodation for any further captives,
either on the *Rosita*, *Rurik* or the *Gromovoi*.

SHIPPING AND MAILS.

MAILS DUE.

American (Korea) 11th inst.
Australian (Changsha) 11th inst.
English (Coromandel) 11th inst.
Indian (Namsang) 15th inst.
Canadian (Empress of India) 15th inst.
German (Prewsén) 16th inst.
American (Galle) 18th inst.

The Boston Towboat Co.'s s.s. *Pleades* left
Manila yesterday, and may be expected here
on 10th inst.

The Imperial German mail s.s. *Preussen*
left Kobe via Nagasaki and Shanghai to-day,
and may be expected here on 16th inst.

The N. Y. K. s.s. *Peking* from London,
&c., left Singapore for this port on 6th inst.,
and is expected to arrive here on 12th inst.

The P. M. S. S. Co.'s s.s. *Korea* with mail,
&c., arrived at Manila to-day, at 8 a.m., and
leaves for this port to-morrow afternoon, and
is due here on 11th inst.

The P. & O. S. N. Co.'s s.s. *Coromandel*
left Singapore for this port on 6th inst., at 4
p.m., with the Outward English mails; and is
due here on 11th inst., at 6 a.m

TELEGRAMS.

(Reuters.)

The War.

LONDON, 5th August.
Russian despatches while admitting considerable losses, including six guns, declare that the operations on the 31st July were indecisive. The battle began under the most favourable auspices for the Russians, but eventually the Japanese succeeded in outflanking and enfilading the Russians who had one battery completely shattered.

6th August.

The Russian Volunteer cruiser *St. Petersburg* has passed Aden going eastward.

Reuter's correspondent in St. Petersburg wires, it is stated from a good source that the Russian casualties in the last battles in the Haicheng district amount to at least four thousand.

LATER.

The Passage of the Dardanelles.

Russia has notified the Porte that two coal-laden Volunteer Cruisers are about to pass the Dardanelles, Russia undertaking that they shall retain the character of merchantmen.

The P. & O. Co. in the Far East.

The P. & O. Co. announce that, owing to the uncertainty in reference to contraband, their steamers will cease carrying passengers or cargo beyond Shanghai, but steamers will continue to fetch cargo from Japan.

Release of the "Arabia."

The *Arabia* has been released at Vladivostok after a quantity of flour and railway material had been removed.

(N. C. Daily News)

Russian Mines Anchored in the High Seas.

Newchwang, 28th July.
The C. N. S. *Hunan* yesterday, bound from Chefoo to Newchwang, observed a floating mine thirty miles west of Port Arthur.

She lowered a boat and found that the mine was securely anchored in the ocean highway.

A duplicate captured by the Japanese was seen by me in Sascho last week. There were five glass tubes detonators at the foot of a long projection.

We hit the mine three times with a Winchester rifle at 400 yards' range without fracturing the tubes.

The captain made accurate cross bearings.

Two hours later, two Japanese destroyers, steaming thirty knots, in the offing, signalled us to stop. They instantly boarded us and searched the ship for contraband.

The captain reported the location of the mine and the Japanese promised to destroy it immediately and left heading for it.

[It will perhaps be remembered that it was reported some time ago that the Russians were buying all the junk's anchors they could get in Newchwang, ostensibly for the construction of a bridge of boats over the Liaoh. These anchors were doubtless bought for use with these mines.—ED.]

The Sinking of the "Hitachi Maru."

Tokio, 30th July.
The military officers and the chief navigating officers lost in the *Hitachi Maru* have been decorated, including Captain Campbell, who receives the Fifth Order of the Rising Sun, and Chief Officer Bishop and Chief Engineer Glass who receive the Sixth Order.

A Torpedo-Boat Fight.

The Consul-General for Japan at Shanghai issued the following official telegram:—

Tokio, 31st July.

Admiral Togo reports: The 19th flotilla and the tenth and eleventh gunboats which were specially attached to this flotilla, together with the torpedo picket-boats carried by the battleships *Aikasa* and *Fuji*, attacked at 3 a.m. on the 24th inst. the enemy's destroyer flotilla, which was hiding in the bay east of the Hsien-sheng promontory. The torpedo picket-boats saw three explosions. The gunboats approaching the enemy's vessels fired severely at them but owing to the dense fog then prevailing the result was not ascertained. There were no casualties on our side.

Tokio, 1st August.

Admiral Togo reports that as a result of a reconnaissance it is known that of the four Russian destroyers attacked by us in the east bay of the Hsien-sheng Promontory on the night of the 24th ult., one destroyer is sunk, the upper part of her funnel emerging from the water surface. Besides, another destroyer appears to be also sunk.

The escape of destroyers from Port Arthur.

Tokio, 31st July.
The report that eight Russian destroyers have escaped from Port Arthur is unfounded.

Narrow Escape of a Japanese Gunboat.

Tokio, 1st August.
While the mine-clearing flotilla under Commander Hirose was engaged in disposing of the enemy's mines off Lungwantung, Port Arthur, on the 26th inst., the clearing rope got foul of a gunboat, so that the gunboat was unable to move. She was fired at by the enemy's shore batteries and gunboats, and torpedoed by his destroyers, but she managed to retreat to Siapingtao after an hour's exertions. Commander Hirose and ten others were wounded.

The Siege of Port Arthur.

Tokio, 1st August.
An impression prevails in well-informed circles that the doom of Port Arthur is imminent. The attempted sorties by the Russians are instantly attacked, and their troops are regularly compelled to retire to behind their original line.

An idea that the Russians will surrender is spreading among some sections of the besiegers.

The Baltic Squadron.

The following telegram was received at the Foreign Office at Tokio:—

The *Echo de Paris* St. Petersburg correspondent says that the officer appointed to command the Baltic Squadron declares it will start as soon as ready; that it will call at British and German ports only en route, avoiding French ports, and that it will proceed by the Canal. The coal fleet will probably go by the Cape of Good Hope.

Vienna reports that Colonel Ladroff has been appointed to command the coal fleet, and that steamers will be furnished by the Russian Steam Navigation Company of which he is president. The following steamers have already been chartered:—*Jupiter, Mercury, Diana, Pallada* and *Odesa*.

(N. C. D. News.)

The Siege of Port Arthur.

Tokio, 2nd August.

The attacking army continued its advance on the 24th, 25th, and 26th ult., and occupied a position about five miles from Port Arthur.

After a furious attack on the 28th and 29th ult., the Japanese occupied a position where the Russian hospitals were established. The Russian casualties were numerous.

The army is now stationed at a point about two and a-half miles from the enemy.

Although the enemy's forts have been so strengthened as to be considered impregnable, they are all expected to fall into our hands before long.

Chefoo, 3rd Aug. ult.

A European who left Port Arthur on the 29th ult. and arrived at Tientsin states that the Japanese troops occupied two forts at Laolong-tou on the 27th ult.

They retired on the 29th, when the Russians re-occupied the forts, but the Japanese seized them again, taking a roundabout way from the west, and cutting off the retreat of the Russians, many of whom in the confusion were drowned in the sea.

The Japanese troops on the 28th ult. had reached a point four miles north-east of Port Arthur.

Chefoo, 4th August.

A number of Russian refugees, who left Port Arthur on the 2nd, arrived here yesterday and reported that the Japanese troops are close to Port Arthur. Their shells fell inside the town, while the Russian men-of-war are bombarding the Japanese positions from the harbour. Since the 26th ult. the fighting has been raging with great severity, except on the 28th ult., when fire slackened a little.

Non-combatants are compelled to find shelter outside the port, for fear of being made a target for shells or being forced to join the volunteers.

They also report that the Japanese were repulsed at Wolf Mountain with a loss of 15,000 men, but this report is not generally believed.

Later.

A fairly trustworthy Chinese employed in a German firm at Port Arthur has arrived here, and emphatically denies the rumour circulated at Chefoo that at the battle of Wolf Mountain on the 26th ult. the Japanese lost 15,000 men. He asserts, on the contrary, that of the Russians who on the 27th ult. re-occupied the two forts at Lungwantung which the Japanese had taken and abandoned shortly afterwards, two thousand were killed or captured, having fled to the eastern shore when they were attacked and their retreat was cut off by the Japanese.

He also reports that in the battle on the north of Port Arthur on the 23rd or 24th ult. the Russian losses were terrible, a commander of the forces being among the killed.

An attempt to escape from Port Arthur Frustrated.

Tokio, 4th August.

While the Japanese destroyers were engaged in blockading work at Port Arthur, twelve Russian destroyers and four torpedo-boats, with gunboats, attempted on Monday evening to pass Liaoh shan. They were promptly checked and regained the harbour, being under Japanese fire for twenty minutes altogether.

It is difficult for more than perhaps a single vessel to run the Japanese blockade.

(Mainichi.)

Russian's Improvised Cruisers leave the Baltic.

London, 25th July.

Despatches from St. Petersburg announce that the former North German Lloyd liners *Kaiser Wilhelm* and *Fuerst Bismarck* have been transformed into cruisers and renamed the *Don* and *Ural*. These ships left Libau yesterday and five others are to follow in 50 days, making seven in all purchased from Germany at a cost of fourteen million roubles.

The *Don* and the *Ural* will exercise the rights of belligerents during the voyage out.

CANTON STRIKE ENDS.

As a result of the Canton boatmen's memorial and protest to the Viceroy and Governor of Kwangsi, the boatmen were informed that the tax to which they had taken such strong exception had been abolished, and placards were posted up all over the city on Friday, announcing the fact of its abolition. As a result all the boats of No. 2 class resumed work on Saturday morning, and at last the cargoes that had been carried back and forth between Hongkong and Canton, were discharged, the river presenting an exceptionally busy appearance all that day.

The boatmen of No. 1 class, which denotes the largest type of lighters, however, were suspicious of the genuineness of the placards, declaring the chops thereon were not in order, and on that account they refused to resume work on Saturday, and were to wait until a deputation of their had visited the yamen and had the announcement contained in the placards confirmed. They were, however, expected to resume work to-day, as the confirmation was undoubted.

This being so, the front by the Canton Wharves here, has resumed its usual busy appearance, and the lighters, tied up for so many days, are hard at work piling their goods into the steamers now lying ready to receive them, and the only question now remaining on this side is one of payment on the thrice-carried cargoes.

SWIMMING.

ANNUAL SPORTS OF THE SHERWOOD FORESTERS.

The annual swimming meeting of the Sherwood Foresters took place on Saturday afternoon, in the enclosure of the Victoria Recreation Club, Kowloon, kindly placed at their disposal by the Committee and members of that flourishing organisation. The programme was sufficiently diversified to appeal to the most exacting in matters nautical, and if the times recorded were not in any way alarming, still the zest with which every competitor came to the scratch amply compensated for such shortcomings as were frequently manifested. The plunging competition was particularly keen. A feature of the afternoon was the introduction of an event open only to members of the V. R. C. This was a handicap, over a distance of four lengths and seemed to introduce a dozen local swimmers at their very best. Mr. E. Humphreys carried off the palm and although the limit man, gave a really excellent exhibition. The stand of the V. R. C. was gaily decorated with flags and bunting for the occasion, and the attendance was both large and enthusiastic. Major General Villiers Hutton, C.B., Lieut.-Col. C. N. Watts (Commanding the Notts and Derby Regiment) together with numerous officers and members of the Club were present, and at the close General Hutton distributed the prizes to the successful competitors. The general arrangements were admirably carried out. Captain Radford made an efficient starter and was assisted in the management by a painstaking Committee, consisting of Captain Pennell and Lieut. M. M. Hodgson and Foster. The results were as follows:

TEAM RACE.—"G" team, 1; "H" team, 2.

The team were comprised of companies of four. Each man of the respective teams swam out to the board and returned in succession. No man was allowed to start until his preceding man had touched the pier on return. All four teams competed at the same time.

"G" team.—L. Cpl. Humphreys, Bandsman Hayes and Woods, and Pte. Rice.

"H" team.—Ptes. Bugler, Reynolds, Madin and Savage.

SPRINT RACE.—Pte. Bastow, 1; Pte. Fletcher, 2; Pte. Scrimshaw, 3.

This was a race for young soldiers only, open only to men with two years' service, or less, in the Army.

BREAST-STROKE RACE.—Pte. Day, 1; Pte. Savage, 2; Pte. Madin, 3.

The regulation was that one side stroke would disqualify. First prize \$5; 2nd \$3; 3rd \$2.

SPRINT RACE.—L. Cpl. Godber, 1; Cpl. Bacon, 2; Pte. Richardson, 3.

A sprint race open only to N.C.O.'s and men of Battalion.

PLUNGING.—L. Cpl. Godber, 1; Pte. Savage, 2; Cpl. Bacon, 3.

The men plunged from a springboard about ten feet above the water. Points were given for style in entry and recovery, and not for length of shoot. Three plunges.

MARKSMEN'S RACE.—Pte. Butler, 1; Pte. Norris, 2.

This competition, a sprint race, was only for marksmen who fired at the last course. It was rather uninteresting, there being only two competitors.

CORPORALS' RACE.—L. Cpl. Godber, 1; Cpl. Bacon, 2.

SWIM UNDER WATER.—Pte. Storer, 1; Pte. Bristowe, 2; Pte. Day, 3.

QUARTER-MILE.—Cpl. Bacon, 1; Pte. Madin, 2; Pte. Storer, 3.

Thirteen lengths.

Life saving: Bastow and Goodband 1; Savage and Reynolds 2, Freeman and Day 3.

This event created some merriment. To the lay mind, the man who was 'saved' got a little rough handling being hauled over the course by the hair or nose at the option and discretion of his gallant saviour.

V. R. C. RACE.—E. Humphreys, 1; J. Wiche, 2.

At the close of the sports a pick up game of water polo, between members of the V. R. C., was played, the participants displaying their usual skill and animation.

THE HONGKONG, CANTON AND MACAO STEAM-BOAT CO., LD.

Following is the report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company, on Tuesday, the 16th inst., at 12 o'clock, noon:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including \$1,538.86 brought forward from last account, and \$33,000 transferred from the depreciation fund to partially meet the cost of repairs incurred during the half-year, the sum of \$136,362.85 at credit of profit and loss account. From this amount the directors recommend that a dividend for the half-year of 10% on capital, or \$1,000,000, be paid to shareholders, leaving a balance of \$136,362.85 to be carried forward to new account.

Dullness of trade and increased competition, necessitating still further cutting of rates since the date of last report, account for the poor result of the steamers' working during the period under review. The direct West River service from Hongkong, which had been suspended since the year 1900, was resumed in April last.

The usual overhaul and repairs have been effected during the half-year and the steamers are all in good running order. An electric light installation has been furnished to the *Honam* at a cost of \$8,028.64.

The company has recently acquired, jointly with the China Navigation Company, another valuable riverside property at Canton, the cost of which is included in the accounts now presented.

Mr. C. Michelan, the Hon. C. W. Dickson and Mr. C. A. Tomes resigned their seats at the Board upon leaving the Colony, and Mr. A. Haupt, the Hon. W. J. Gresson and the Hon. R. Shewan were nominated by the directors to fill the vacancies subject to confirmation by the shareholders at this meeting.

In accordance with the Articles of Association, Messrs. H. Schubart and E. R. Fuhrmann retire from the Board by rotation, but being eligible, offer themselves for re-election.

The retiring auditors, Messrs. A. O. D. Gourdin and W. H. Potts also offer themselves for re-election.

W. J. GRESSON, Chairman.

Hongkong, 3rd August, 1904.

ASSETS.

June 30, 1904.

Value of steamers <i>Honam, Pusan, Neungshan, Lungshan, 4th of Fatsan and Kintan</i> , and 3rd of <i>Sainan, Nanning, Tak-Hing, Lintan and Samui</i>	\$941,500.00
" of lighters <i>Sun Lee</i> and <i>Wo Lee</i>	8,750.00
" of wharves, hulks, and moorings	84,200.00
" of properties at Canton, Wuchow and Kongkum	138,696.77
" of coal, and spare gear	21,730.04
" of furniture	750.00
" of shares in public companies	642,040.69
" of Chinese bonds	1,034.48
Loans on mortgage	356,000.00
Cash with the Hongkong and Shanghai Banking Corporation	149,819.68
Interest accrued to date	1,438.67
Premia on marine policies unexpired	11,903.26
Sundry debtors	7,076.79
	\$2,365,249.72

LIABILITIES.

June 30, 1904.

Amount of capital, 80,000 shares of \$15 each, fully paid up	\$1,200,000.00
Amount at credit of depreciation and insurance fund	600,000.00
Amount at credit of equalization of dividend fund	250,000.00
Amount at credit of investment fluctuation account	137,555.07
Unclaimed dividends	4,867.50
Sundry creditors	16,464.36
Amount at credit of Profit and Loss A/c.	136,362.85
	\$2,365,249.72

PROFIT AND LOSS ACCOUNT.

Dr.

To amount paid for repairs to steamers	\$35,203.58
" amount paid for electric light installation for s.s. <i>Honam</i>	8,028.64
" directors and auditors' fees	4,750.00
" Balance to be appropriated, viz: Dividend at 10% per cent. on \$1,200,000	120,000.00
To be carried forward to new account	16,362.85
	\$184,345.07

Cr.

Dec. 31, 1903/June 30, 1904—	
By amount brought forward from last a/c.	\$41,538.86
" net earnings of steamers	65,075.41
" interest on investments	44,635.80
" transfer fees	95.00
" amount transferred from depreciation and insurance fund	33,000.00
	\$184,345.07

DEPRECIATION AND INSURANCE FUND.

Dr.

June 30th, 1904.	
To amount transferred to profit and loss account	\$33,000.00
" balance	600,000.00
	\$633,000.00

Cr.

December 31st, 1903.	
By amount at credit	\$633,000.00
	\$633,000.00

EQUALIZATION OF DIVIDEND FUND.

Dr.

June 30th, 1904.	
To balance	\$250,000.00
	\$250,000.00

Cr.

December 31st 1903.	
By amount at credit	\$100,000.00
	\$250,000.00

E. & O. E.

Hongkong, 3rd August, 1904.

T. ARNOLD,

Secretary.

We have compared the above statement with the books, vouchers and securities of the company, and certify the same to be correct.

A. O. D. GOURDIN, } Auditors.

W. H. POTTS, }

NEWCHWANG.

28th July, 1904.

We have now several hundred Japanese soldiers here who are quartered in the old Russian barracks. A major is in charge with headquarters at the Japanese consulate premises. Notices were sent out by the consuls to their nationals stating that the Japanese would protect life and property.

RUSSIAN SIGNBOARDS REMOVED.
All Russian signboards, which were formerly a prominent feature over every Chinese shop were carefully removed before the advent of the Japanese.

DEAR FOOD.
Foodstuffs are still high and vendors are taking advantage of the situation. Club prices and bars sell Japanese beer at 40 or 50 cents per small bottle, and 2/1 for a large one. Other things are proportionately in price. Beef and mutton are not obtainable. No doubt a great change will now be brought about.

THE JAPANESE SPECIE BANK is about to re-open again and Japanese merchants are also arriving. There are no Russians within 10 miles of this place now, and the roar of battle has disappeared—let us hope for some time. Thousands of Chinese coolies are employed by the Japanese in repairing the railway lines between here and Tashihchia and thence towards Port Arthur. The Japanese pay their way wherever they go, and the Chinese are rejoicing at the reappearance of their long-lost brothers, so to speak. Currency is chiefly

represented by Treasury notes in yen and subsidiary values down to 10 sen.

THE HUNGHUTZES

are becoming more active in the Moukden district, and are bold enough to enter towns at night and rob peaceful citizens of their valuables.

TRADE RESUMED.

Some of the best cake mills are working again and the shipping is represented by five merchant steamers—*Shanghai Mercury*.

TERRIFIC LAND FIGHTING AT PORT ARTHUR.

RUSSIAN FLEET READY.

Chefoo, 30th July.

Many better-class refugees from Port Arthur arriving here left that place on the twenty-sixth, state that there was terrific land fighting on the twenty-fifth, twenty-sixth and twenty-seventh. It is believed that a general assault on the city was being made by reason of the character of the fighting and advance. Chinese reports are to the effect that the Japanese intended to assault Port Arthur on the twenty-sixth. The refugees placed sufficient confidence in these reports to induce arrangements being made for the departure of the officials of the Russo-Chinese Bank among them; from their social status and intelligence, the opinions of these passengers leave no doubt that an important engagement on the dates named took place, possibly deciding the Japanese to assault the city. They state that all public buildings at Port Arthur, including the hotel, were impressed as hospitals.

Carriages and rickshaws were being used to transport the wounded into town. Most of the deaths were from artillery wounds. My informants cannot estimate the number in the hospitals, but they are large. Two officers with communications from General Kuropatkin arrived at Port Arthur on the seventeenth. News of the evacuation of Newchwang was not known when they left.

At Port Arthur on the twenty-sixth the Russian fleet was in fighting order, except the *Sevastopol* which would be repaired in a week; leaving two German, one French and one American naval and military observers were there. The latter is Captain McCalla, of the American navy.

The inactivity of the Russian fleet is assigned to the hope that the Vladivostok Squadron will divide the Japanese fleet and also that it is afraid that even if it successfully emerges and engages the Japanese that the numerous mines of both belligerents might disastrously interfere with it regaining the harbour.

Local Japanese have junks and agents now waiting at Minotau islands with instructions to enter Port Arthur when it falls which indicates their suppositions. And the knowledge of the campaign makes them think that it will fall, which is expected quickly—possibly yesterday. The local Japanese Consul intimates to-day that possibly the final assault has begun.—*China Gazette*.

COMMERCIAL.

Shanghai advices, of the 4th inst., state:—Business reported:—Tugs at Tis. 461 Pte. Indo-Chinas at Tis. 77 1/2 for August, Tis. 77 for October and Tis. 78 for December. Farnham, Boyds at Tis. 140 cash, Tis. 140 for September, Tis. 150 for October and Tis. 152 1/2 for 1904 for December. Maatschappij at Tis. 305. Flours at Tis. 65. Astors 8 per cent Debentures at Par.

Business done direct:—Yangtze Wharfs at Tis. 190. Indo-Chinas at Tis. 78 1/2 for October, Tis. 79 for November and Tis. 80 for December. Farnham, Boyds at Tis. 152 1/2 for 1904 for December. Maatschappij at Tis. 305 for September. Chinese Engineering and Mining Co. Debentures £174/6.

FREIGHT.

In their report, dated Shanghai, 4th inst., Messrs. Wheelock & Co., state:—There is very little change to report in our freight market beyond the fact that a great deal of cargo, unexpectedly, has come forward for New York, and steamers loading in that direction are apparently getting the full complement allotted to them. As for London, cargo is still very scarce and no doubt will be so as long as our exchange rates are high.

Co

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	 \$ 3.85
One month	 7.20
Two months	 13.00
Three	 20.00
Six	 37.50
Twelve	 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	 5 per cent.
6	 10
12	 25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CARD

CIRCULARS

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

HONGKONG.

Shipping.

ARRIVALS.

Wahora, Br. s.s., 1,167, W. Brown, 6th Aug.,
Hoikow 5th Aug., Cattle.—Kam Tak Tai.

Keongwai, Ger. s.s., 1,115, W. Möller, 6th Aug.,
Bangkok 29th July, Rice and
Teak-squares.—M. & Co.

Triton, Ger. s.s., 1,033, H. Krift, 6th Aug.,
Swatow 5th Aug., Gen.—O. S. K.

Kwangtsh, Ch. s.s., 1,536, W. H. Lunt, 6th
Aug.—Shanghai 3rd Aug., Gen.—C. M. S.

N. Co.

Machew, Ger. s.s., 695, H. Harjes, 7th Aug.,
Bangkok 1st Aug., Rice and Rice-flour.—
B. & S.

Siam, Br. s.s., 992, R. A. Binns, 7th Aug.,
Shanghai 3rd Aug., Ballast.—Geo. McBain
& Co.

Changchow, Br. s.s., 1,202, Monkman, 7th Aug.,
Shanghai 3rd Aug., Gen.—B. & S.

Tyr, Nor. s.s., 1,408, D. I. Danielsen, 7th Aug.,
Hongay 4th Aug., Coal.—S. W. & Co.

Lokiang, Br. s.s., 985, F. Wheeler, 7th Aug.,
Bangkok 30th July, Rice.—J. M. & Co.

Babelsberg, Ger. s.s., 1,500, H. Wendt, 7th
Aug.—Kobe 31st July, and Moji 2nd Aug.,
Gen. and Coal.—N. Y. K.

Machao, Br. s.s., 4,278, G. W. Long, 7th Aug.,
Singapore 2nd Aug., Gen.—B. & S.

James Brand, Br. s.s., 2,512, Torrance, 7th
Aug.—Pulo Fukum 31st July, Bulk Oil.—
Meyer & Co.

Oceanic, Fr. s.s., 2,803, A. Oliver, 8th Aug.,
Shanghai 5th Aug., Mails and Gen.—M.
M.

Loongtang, Br. s.s., 1,092, G. S. Weigall, 8th
Aug.—Manila 5th Aug., Gen.—J. M. &
Co.

Carl Diederichsen, Ger. s.s., 767, H. Schlaikair,
8th Aug.—Hoikow 7th Aug., Gen.—J. &
Co.

Macduff, Br. s.s., 1,882, R. Glegg, 8th Aug.,
Liverpool 24th June, and Singapore 2nd
Aug., Gen.—D. & Co., Ltd.

Tsian, Br. s.s., 1,460, W. B. Brown, 8th Aug.,
Kuchinotzu 5th Aug., Japanese Gen.—
B. & S.

Catherine Apar, Br. s.s., 1,730, A. Stewart,
8th Aug.—Singapore 3rd Aug., Gen.—D.
S. & Co., Ltd.

Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.,
Java Ports 30th July, Gen.—B. & S.

Hangsang, Br. s.s., 1,356, S. Wilde, 8th Aug.,
Shanghai via Swatow 4th Aug., Gen.—J.
M. & Co.

Keemun, Br. s.s., 3,090, A. D. Baker, 8th Aug.,
Singapore 3rd Aug., Gen.—B. & S.

Nigeria, Br. s.s., 1,532, S. Harrison, 8th Aug.,
Moji 31st July, Coal.—Jeffries & Co.

Clearances at the Harbour Office.

Reclamation, for Home.

Hongkong, for Hoikow.

Brunkhilde, for Kutchinotzu.

Kwangtsh, for Canton.

Yingking, for Canton.

Hangsang, for Canton.

Hongkong, for West River.

Sun Oi, for West River.

Bore, for Bangkok.

Siam, for Singapore.

Changchow, for Canton.

Wahora, for Amoy.

Fausang, for Kobe.

Chung, for Saigon.

Chun Oi, for West River.

Kwangtsh, for Canton.

Ataka, for Canton.

De partures.

Aug. 7.

Telemachus, for Saigon.

M. Struve, for Swatow.

Maquinet, for Saigon.

Johanne, for Swatow.

Hailing, for Swatow.

Brunkhilde, for Kutchinotzu.

Aug. 8.

Fausang, for Kobe.

Kwangtsh, for Canton.

Passengers arrived.

Per Keongwai, from Bangkok—Mr. Rosen-

feldt, and 27 Chinese.

Per Kwangtsh, from Shanghai—Mr. Swan-

son, 60 Chinese, and 4 Japanese.

Per Catherine Apar, from Singapore—Mr.

and Mrs. Eckford, Mrs. P. C. E. Roby, Mrs.

Edward Ezra, Messrs. W. J. Smith, Monroe,

and 52 Chinese.

Per Tsian, from Kuchinotzu—Mrs. Allen,

Mr. and Mrs. Purcell, Messrs. Walker, Roberts,

Marshall, Cassidy, Hense Allen, Mr. and Mrs.

Lawrence, 21 Larsons Part of Crew of s.s.

Knighi Commander.

Per Loongtang, from Manila—Messrs.

Baroli Virgilio, E. S. Groves, J. Wallace, H.

Nicolas, French, J. Periveli, B. Virgilio, Misses

Rita Looper, M. Lim, M. Sar, R. Ramos, S.

Lion, 46 Chinese, and 1 Filipino.

Per Keemun, from Singapore—300 Chinese.

Per Hangsang, from Shanghai, &c.—Quarter

Master Sergeant Randall.

Per Oceanic, from Hongkong from Kobe—

Mr. Bickers, from Shanghai—Mrs. Littleale,

Mrs. Wilcox, Mrs. Kogan, Mrs. Keger, and

child, Mrs. Small and 2 children, Rev. Gros,

Misses Frances La Rieton, R. Swartz, Lizzie

and Eva, Messrs. Ph. Danky, J. Wilson,

Crofton, Fleming, D. Cheshire, Matti, F.

Wilkinson, Kempich, A. Talambars, Nittie,

H. Sobels, A. Feller, D. Bessler, G. Muso,

Bodge, Shult and Amiel. For Saigon from

Shanghai—Mrs. Fontaine, Messrs. Gibson,

Schilli and Grien. For Singapore from Kobe

—Messrs. Arnold, Claes, Fengberger, Van

B. Leusink, J. Brechtigsten, Burgmaster, E.

Zolingen, F. Wagen Kuestel and Hanna. From

Shanghai—Mrs. Hagibara, Messrs. Ch. Wawn,

Shepherd, Marishama, Takai and Yanamura.

For Colombo from Kobe—Mr. K. Ando. From

Shanghai—Mr. Schapnach. For Melbourne

from Kobe—Mr. G. Boyd. For Port Said from

Shanghai—Messrs. Molchanoff, Ivansky, Vas-

cillo Barbario, Nick Antonio, Constantin

Rightley, Mehlos Choleles, Pericles Katcher,

Spiro Kentro, Socrates Stavros and Demet-

rie. For Marseilles from Yokohama—Mr. Nim-

merfall. From Kobe—Mr. Buxbaum. From

Shanghai—Mrs. Adel Rocca, Lieut. de Campos

Rueda, Rev. Gordon, Messrs. Pettimbert,

Brickner, Graf, Wesenberg, Funge, François,

Huetsey Walsh, L. Rocca, Milton, Guiguen, Ce-

luset, J. de Mello, Palice, Ollier, Four, Canon,

Dunn, J. Rio, Gulchoux and Remessey.

Shipping Report.

Str. Machew from Bangkok—Fair weather,

light S.W. wind.

Str. Loongtang from Manila—Moderate and

fine weather, light winds.

Str. Machao from Singapore—Moderate

S.W. wind, and clear weather.

Str. Siam from Shanghai—Fresh S.W.ly

winds, cloudy, showery throughout.

Str. Kwangtsh from Shanghai—Moderate
to strong monsoon throughout, exceptional
strong S.W. current.

Str. Catherine Apar from Singapore—Mo-
derate S.W. monsoons from the 16° N.,
and thence to port light N.E. winds.

Str. Wahora from Hoikow—Fine weather
with light variable winds, and smooth sea,
nothing of importance happening during passage

Vessels in Port.

STEAMERS.

Belgian King, Br. s.s., 2,153, I. Hayton, 2nd
Aug.—Karatsu 27th July, Coals.—B. &
Co.

Borg, Norw. s.s., 732, N. C. Mathison, 6th
Aug.—Bangkok 30th July, Rice.—Ming
Chuen.

Canri, Ital. s.s., 2,717, G. Belsito, 3rd Aug.—
Bombay 16th July, and Singapore 27th,
Gen.—C. & Co.

Carl Menzell, Ger. s.s., 989, J. Janssen, 3rd
Aug.—Malay Day 22nd July, Timber.—
E. A. T. Co.

Chuang, Br. s.s., 1,416, R. Cox, 27th July,
Sundankun 22nd July, Timber and Gen.—
J. M. & Co.

Emma Luyken, Ger. s.s., 1,166, H. Martens,
28th July—Singapore 22nd July, Sugar
and Nuts.—Chinese.

Glenogle, Br. s.s., 2,399, W. T. Larkins, 31st
July—Amoy 30th July, Gen.—Seang Tai
Hong.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen,
5th Aug.—Haiphong and Pakhoi 30th
July, Gen.—J. & Co.

Laisang, Br. s.s., 2,224, E. J. Tadd, 1st Aug.—
Calcutta via Penang and Singapore 16th
Aug.—J. M. & Co.

Loosok, Ger. s.s., 1,020, G. Schultzen, 6th
Aug.—Bangkok 31st July, Rice.—B. & S.

Lothian, Br. s.s., 3,222, J. C. Williamson, 4th
Aug.—Salina Cruz 3rd June, Ballast.—C.
S. S. Co.

Medan, Ger. s.s., 746, O. Stolberg, 22nd July,
from Caroline Island, Copra and Gen.—S.
& Co.

Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.—
Barry Dock 18th June, Coal.—J. M. & Co.

Rein, Nor. s.s., 726, H. Olsen, 6th Aug.—
Bangkok 29th July, Rice.—Kin Ty Long.

Rochampton, Br. s.s., 1,391, Jackson, 27th
Aug.—Venice 26th June, Oil.—S. O. Co.

Sikh, Br. s.s., 3,216, James Rowley, 31st July,
New York 4th May, Gen. and Case Oil.—
D. & Co., Ltd.

Taming, Br. s.s., 1,342, Pennefather, 6th Aug.,
Manila 3rd Aug., Gen.—B. & S.

Tartar, Br. s.s., 4,425, F. W. Evans, R.N.R.,
25th July—Yamoucou via Japan 27th
June, Gen.—C. P. R. Co.

Tjinhai, Dut. s.s., 2,476, N. W. Jurrianse, 3rd
Aug.—Macassar 26th July, Gen.—J. C. J.
L.

Tweeddale, Br. s.s., 2,873, T. Milne, 25th July,
Durban 25th June, Ballast.—G. L. & Co.

Whampoa, Br. s.s., 1,107, Partridge, 6th Aug.,
Canton 6th Aug., Gen.—B. & S.

Wongkoi, Ger. s.s., 1,115, F. V. Bruhn, 3rd
Aug.—Bangkok 28th July, Rice and Wood.—
B. & S.

Yeddo, Br. s.s., 2,974, Baird, 21st July—Barry
15th May, and Singapore 15th July, Coal.
—D. & Co., Ltd.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,
New York 10th Dec., 1903, Case Oil.—
S. O. Co.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th
July—Chefoo 20th June, Ballast.—Order.

Evie T. Ray, Am. bq., 918, Katten, 6th Aug.,
Manila 20th June, Timber.—Order.

Kentmere, Br. bq., 2,334, Burch, 14th June,
New York 25th Jan., Kerosine.—S. O. Co.

Maria Le, Ital. bq., 1,118, D. Ursi, 9th April,
Freemantle 7th Feb., Sandalwood.—
Order.

Sokoto, Br. 4-masted bq., 2,193, Wm. Bourke,
1st Aug.—New York 3rd April, Petroleum.—
S. O. Co.

Tongate, Br. bq., 949, A. Hutton, 28th May,
Fremantle 23rd May, Sandalwood.—
Gilman & Co.

Steamers Expected.

Vessels From Agents Due

Pekin Singapore P. & O. Co. Aug. 10

Pleades Manila D. & Co. Aug. 10

Coromandel Singapore P. & O. Co. Aug. 11

Korea Manila P. M. Co. Aug. 11

Changsha Sydney C. P. S. Co. Aug. 11

Emp. of India Japan C. B. R. Co. Aug. 15

Namsang Singapore J. M. & Co. Aug. 15

Preussen Japan M. & Co. Aug. 16

Gneisenau Colombo M. & Co. Aug. 17

Gaelic San Francisco O. & Co. Aug. 18

Mongolia San Francisco P. M. Co. Aug. 27

Aragonia Portland P. & A. Co. Aug. 31

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder at Kowloon Dock.

Shanghai at Kowloon Dock.

Glenogle at Kowloon Dock.

H.M.S. Leviathan at Kowloon Dock.

Emma Luyken at Kowloon Dock.

Lothian at Kowloon Dock.

Triton at Kowloon Dock.

Ships Passed The Canal.

Outward—15th July—Scandia, Armatka,

Sambha, 20th July—Brishkuel, Atlanta, 23rd

July—Alenga, Formosa, Rastila, Idomeneus,

Ranmoor, 27th July—Gneisenau, Dardanus,

Claverburn, Beckley, 30th July—Annam,

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, at
P.M. the Company's Steamship
"OCEANIC," Captain Oliver, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 8th August, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th July, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA"

Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 13th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. China, 7,912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Ballarat
due in London on the 26th September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
Hyades	3,753	Geo. Wright	Ab. Aug. 11
Shawmut	9,000	W. M. Smith	Aug. 31
Tremont	9,000	T. W. Garlick	Oct. 1
Shawmut	9,000	W. M. Smith	...
Tremont	9,000	T. W. Garlick	...
Lyra	4,417	G. V. Williams	...

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut	9,000	W. M. Smith	Ab. Aug. 12
Tremont	9,000	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 28th July, 1904.

Consignees.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., FRIDAY, the 5th inst.,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th August, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst. will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd August, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SAGAMI,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 7th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 10th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st August, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,
LONDON, AND STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant will be
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognized.

McGREGOR BROS. & GOW.

Hongkong, 1st August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$600,000 \$250,000 \$175,533 \$191,973	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$21.994 for half-year ending 31.12.1903 \$2 (London 3/6) for 1903 None	6 1/2 % 5 1/2 % ...	\$660 buyers London 68 1/2 338 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,413 \$784,111 \$906,872 \$900,000 \$151,992 \$331,342 \$322,138	\$1,959,926	\$32 for 1902 \$4 for year ended 30.4.1903	5 1/2 % 6 1/2 %	\$545 sales \$63 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850 \$700,000 \$37,794 \$1,300,000 \$50,000	Nil.	Final of £1 making £2 for 1902 \$12 for 1902 \$15 for 1902	...	Tls. 67 1/2 \$130 \$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,000 \$1,000,000 \$125,675 \$2,501	\$371,110	\$22 1/2 for 1902 \$6 dividend & \$1 bonus for 1902	7 1/2 % 8 %	\$310 buyers \$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000 \$633,000 \$149,409	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$111 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$86,935 \$60,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$37,794 \$1,300,000 \$11,093	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	6 1/2 % 4 1/2 %	\$37 buyers \$27 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 Tls. 98,000 Tls. 201,614	£19,555	Interim of 1/- (Coupon No. 4) for 1903 Interim of Tls. 14 for 1904	4 1/2 % 10 %	21/6 buyers Tls. 30 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Tls. 865	Final of Tls. 24 making Tls. 44	9 1/2 %	Tls. 48 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 14 making Tls. 34	7 1/2 %	Tls. 47 sellers
DO.								
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$189 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,436	No. 12 of 1/-	...	\$7
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$222 buyers
S. C. Farman, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final Tls. 12 for year end 30.4.04	8 1/2 %	Tls. 151 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$260
Riley Harveys & Co., Limited	6,000	\$100	\$100	\$150,000	\$4,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$260 buyers
Do. (Preference)	2,750	\$100	\$100	\$275,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 %	\$120 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$20,000	\$28,015	Final of \$24 making \$5 for 1903	4 1/2 %	\$112 sellers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$12 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDINGS.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Interim of \$6 for 1904	8 %	\$151 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 125 ex div.
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$16,301	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 1/2 %	\$58 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 12,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 580	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 12 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,089	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	\$99,177	Interim of Tls. 3 1/2	...	Tls. 40
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000		90 cents for 1903	7 1/2 %	\$12 1/2
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,638	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$43,000	Tls. 1,091	Final of Tls. 3 making Tls. 6 \$125 for year ending 30.6.1900 First year	9 1/2 % ...	Tls. 65 sales \$150 sellers \$9 1/2
Alhambra, Limited	300	\$200	\$200	...	\$97	...	...	...
Philippine Company, Limited	67,500	\$10	\$10	...	...	...	...	...
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$29 1/2 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 1/2 sellers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 %	\$15 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	12 %	\$8 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 %	\$9 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$1.00 for year ending 30.4.1904 10 cents	7 % 5 1/2 %	\$15 buyers \$9 1/2 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815 Tls. 100,000 Tls. 108,172	£7,387	£1 div. and 2/- bonus for 1902 Interim of Tls. 3 1/2 for 1904	9 %	\$160 buyers Tls. 98
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 108,172	Tls. 7,548	Interim of 15/- for 1904	7 1/2 %	Tls. 300
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T.Tls. 140 sellers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	none	Tls. 667	Tls. 2 for half year	...	T.Tls. 130 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of \$4 making \$14 for 1903	11 %	\$30 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of 17 making \$12 for year end 29.2.04	9 1/2 %	\$130 sales
La. e. Crawford & Co., Limited (Shanghai)	4,500	\$100	\$100	none	\$21,682	\$10 for 1903	7 1/2 %	\$140 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$3.75 for 1903	7 1/2 %	\$235 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	Interim of \$4 for 1904	7 1/2 %	\$150 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$1,844	\$7 1/2 for second half year 1903	9 1/2 %	\$280 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	\$20 for year ending 30.11.1903	7 1/2 %	\$20 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$70	\$5	\$20,000	\$1,283	\$4 1/2 for year ending 31.7.1903	6 1/2 %	\$37 buyers
Dairy Farm Company, Limited	1,200	\$10	\$10	\$5,500	\$506	\$3 for 1903	5 1/2 %	\$5 buyers
Campbell, Moore & Co., Limited	8,624	12/6	12/6	none	£1,611	6d. per share for 1903	5 1/2 %	\$9 1/2 buyers
Bell's Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$20,000	\$80	90 cents for year ended 31.5.1901	9 1/2 %	\$180 buyers
Do. (Founders')	100	\$10	\$10	...	...	...	...	...
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,551	None	...	\$180 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$9 1/2 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$11 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$7 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	9 %	\$3 buyers
Maatschappij tot Mijl. Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 3,466 Tls. 11,143	Tls. 27,187	First year	13 1/2 %	Tls. 300
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 7 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,788	Interim of Tls. 6 for 1901	9 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$22
Do. (Founders')	123	...	...	...	...	...	...	...
Do. (New Issue)	24,000	\$15	\$7 1/2	none	First year	...	...	...
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 3,595	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$375,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
Katz Brothers, Limited	10,000	\$100	\$100	...	...	\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,488	\$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	\$36 1/2 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$91 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	8 %	\$26 sales
Shanghai & Hongkong Dyeing and Finishing Co., Limited	1,200	\$25	\$25	none	Dr. \$39,921	First year	...	\$50
South China Morning Post, Limi	6,000	\$25	\$25	none	...	None	...	\$25